

ABSTRACT

A method and device for controlling an internal combustion engine are provided. A first quantity characterizing the actually injected fuel amount and a second quantity
5 characterizing the desired amount of fuel to be injected are determined on the basis of performance characteristics. The first quantity is compared to the second quantity. This comparison is used to define a first correction value for correcting a fuel amount and a second correction value for
10 correcting an air amount. The first correction value is limited to a maximum value.